

	A	B	C	D	E	F	G
1	## North America Emission Control Area Fuel Oil Non-Availability Report						
2	## ECA0100						
3	## 1	2	3	4	5	6	7
4	##						
5	##(Include Double Pound for comments, not form fields)						
6	##Report Form ID	Ship Operator Name	Vessel Name	Flag Country	IMO ID Number	Date of ECA First Notice	Location of ECA First Notice
7	CSL Thames	Matthew O'Connor	CSL Thames	Malta	9440447	24-Apr-15	Lat N42-16.1; Long W125-12.8

	H	I	J	K	L
1					
2					
3	8	9	10	11	12
4					
5					
6	Name of Ports after First Notice	Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption	Name of Original Fuel Supplier with Disruption	Number of Fuel Suppliers Contacted
7	Plumper Sound, Canada	Sta Rosalia, MX	N/A	N/A	N/A

	M	N	O	P	Q	R
1						
2						
3	13	14	15	16	17	18
4						
5						
6	Date of Entry in the ECA	Time of Entry in the ECA	Sulfur Content of Non-Compliant Fuel Oil	Projected Hours on Main Propulsion	Name of First POC	Compliance Fuel Oil Available at First POC?
7	20-Apr-15	1721h L/T	Max 3.5 %	17hrs 25min	Vancouver	Yes

	S	T	U	V	W
1					
2					
3	19	20	21	22	23
4					
5					
6	Plan to Bunker Compliant Fuel Oil at First POC?	Number of fuel suppliers contacted at First POC	Name of Second POC	Compliant Fuel Oil at Second POC?	Plan to Bunker Compliance Fuel Oil at Second POC?
7	Yes	1	Seattle, WA	Yes	Yes

	X	Y	Z	AA	AB
1					
2					
3	24	25	26	27	28
4					
5					
6	Number of Fuel Suppliers Contacted at the Second POC?	Date of Exit from ECA?	Time of Exit from ECA?	Has this vessel operated in the ECA in previous 12 months?	Number of Separate Visits to the ECA
7	1	10-Apr-15	0737h L/T	Yes	7

	AC	AD	AE	AF	AG
1					
2					
3	29	30	31	32	33
4					
5					
6	Number of Ports visited in the ECA	Previously submitted ECA0100 forms?	Number of Submitted Reports	Designated Corporate Official Name	Designated Corporate Official E-mail
7	6	0	0	Rajiv Sharma	Ops@cslbos.com

	AH	
1		
2		
3		34
4		
5		
6	Designated Corporate Official Phone Number	
7	978-922-1300	

	AI	
1		
2		
3		35
4		
5		
6	Description of Actions to Achieve Compliance	
7	##The vessel encountered heavy weather on her transit through the ECA Zone and consumed more LSMGO than anticipated. For safety reasons the vessel had to switch over to HSFO in order to make her next POC. The vessel will re-bunker LSMGO in Vancouver and will be in full compliance once re-bunkering in Vancouver.	